



## **CITY OF SCOTTSDALE TRANSPORTATION COMMISSION**

### **Study Session Notice and Agenda**

5:15 P.M.  
Thursday, February 15, 2007  
City Hall – Kiva Conference Room  
3939 N. Drinkwater Blvd.  
Scottsdale, AZ 85251

#### **Call to Order**

##### **Roll Call**

Brian Davis, Chair  
Kelly McCall, Vice Chair  
Mark Gilliland, Commissioner  
William Howard, Commissioner

Andrea Michaels, Commissioner  
Matthew Taunton, Commissioner  
Josh Weiss, Commissioner

#### **1. Questions Regarding Tonight's Regular Meeting Agenda/Comments**

- Scottsdale Road Streetscape Project
- Review and Recommendations regarding DRAFT FY 2007/08 Capital Improvement Program Budget
- Review and Recommendations regarding DRAFT FY 2007/08 Operating Budget
- Transportation Master Plan
- Other Transportation Projects

#### **2. Adjournment**



Persons with a disability may request a reasonable accommodation by contacting Rose Arballo at 480-312-7650. Requests should be made 24 hours in advance or as early as possible to allow time to arrange the accommodation.



**CITY OF SCOTTSDALE  
TRANSPORTATION COMMISSION**

**Regular Meeting  
Notice and Agenda**

6:00 P.M.

Thursday, February 15, 2007

City Hall – Kiva

3939 N. Drinkwater Blvd.

Scottsdale, AZ 85251

**Call to Order**

**1. Roll Call**

Brian Davis, Chair

Kelly McCall, Vice Chair

Mark Gilliland, Commissioner

William Howard, Commissioner

Andrea Michaels, Commissioner

Matthew Taunton, Commissioner

Josh Weiss, Commissioner

**2. Approval of Meeting Minutes**

**Action**

- *Study Session of the Transportation Commission – January 18, 2007*
- *Regular Meeting of the Transportation Commission – January 18, 2007*
- *Special Meeting of the Transportation Commission – February 1, 2007*

**3. Public Comment**

*Citizens may address the members of the Transportation Commission during Public Comment. This "Public Comment" time is reserved for citizen comments regarding non-agendized items. However, Arizona State Law prohibits the Transportation Commission from discussing or taking action on an item that is not on the prepared agenda. Speaker time limit: 3 minutes.*

**4. Scottsdale Road Streetscape Project**

**Information/Possible Action**

*Update on the Scottsdale Road Streetscape project and design guidelines – Dawn Coomer, Sr. Transportation Planner*

**5. Review and Recommendations Regarding DRAFT FY 2007/08 Proposed Capital Improvement Program (CIP) Budget**

**Information/Possible Action**

*Commission will review and consider recommending adoption of the proposed Transportation CIP budget for FY 2007/08 – Dave Meinhart, Transportation Planning and Transit Director*

**6. Review and Recommendations Regarding DRAFT FY 2007/08 Operating Budget**

**Information/Possible Action**

*Commission will review and consider recommending adoption of the proposed Transportation operating budget for FY 2007/08 – Dave Meinhart, Transportation Planning and Transit Director; Mary O'Connor, Transportation General Manager*

**7. Transportation Master Plan**

**Information/Possible Action**

*Presentation and discussion on the Streets element of the Transportation Master Plan – Dave Meinhart, Transportation Planning and Transit Director; Teresa Huish, Principal Transportation Planner; Michael Connors, HDR; Brent Cain, HDR*

**8. Other Transportation Projects**

**Information**

**9. Public Comment**

*The Commission is providing a second opportunity for public comment. Citizens may address the members of the Transportation Commission during Public Comment. This "Public Comment" time is reserved for citizen comments regarding non-agendized items. However, Arizona State Law prohibits the Transportation Commission from discussing or taking action on an item that is not on the prepared agenda. Speaker time limit: 3 minutes.*

**10. Identification of Future Agenda Items**

**11. Adjournment**



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**SUMMARIZED MINUTES  
CITY OF SCOTTSDALE TRANSPORTATION COMMISSION  
STUDY SESSION  
THURSDAY, JANUARY 18, 2007  
KIVA CONFERENCE ROOM – CITY HALL  
3939 N. DRINKWATER BOULEVARD  
SCOTTSDALE, ARIZONA 85251**

**CALL TO ORDER**

Chair Gilliland called the study session of the Scottsdale Transportation Commission to order at 5:25 pm.

**1. ROLL CALL**

**PRESENT:** Mark Gilliland, Chair  
Brian Davis, Vice-Chair  
William Howard, Commissioner  
Kelly McCall, Commissioner  
Andrea Michaels, Commissioner  
Matthew Taunton, Commissioner  
Josh Weiss, Commissioner

**ABSENT:** None

**STAFF PRESENT:** Debra Astin, Transportation Manager  
Rose Arballo, Transportation Commission Coordinator  
Teresa Huish, Principal Transportation Planner  
Dave Meinhart, Transportation Planning and Transit Director  
Paul Porell, Traffic Engineering Director

**2. Review of Tonight's Regular Meeting Agenda**

• **Election of Transportation Commission Officers**

Mr. Meinhart said both the Chair and Vice-Chair positions would need to be filled. Chair Gilliland suggested that the majority of the discussion concerning the election take place in the study session with an official vote taken during the regular meeting.

Commissioner Michaels asked Vice-Chair Davis if he would be interested in the Chair position. He indicated he would. In response to Commissioner Weiss' inquiry, Chair Gilliland and Vice-Chair Davis reviewed the time commitments demanded of their respective positions. Commissioner McCall indicated her willingness to serve as Vice-Chair. Commissioner Taunton expressed interest, but cited the necessity of being recused from too many discussions as his reason for declining the position.

It was decided to nominate Vice-Chair Davis and Commissioner McCall during the regular meeting.

- **Loop 101 Photo Enforcement**

Mr. Paul Porell said he would present the Commission with the findings of the demonstration project analysis conducted by ASU's Dr. Simon Washington. He will also update additional analysis from a public opinion survey concerning photo enforcement that was performed by Behavioral Research Associates for the City of Scottsdale. Additionally there will be statistics provided by the court system and financial services section. On Tuesday evening, the City Council voted to request that the State of Arizona assume responsibility for the photo enforcement program, particularly on the 101 within Scottsdale.

Commissioner Weiss asked why Scottsdale made the request. Mr. Porell responded that the City undertook the demonstration project when the State was reluctant to do so. The City had no interest in maintaining it because of the liability clauses imposed by the State on the City. Since the 101 is a state highway, the City believes that the State should take responsibility for the project.

Commissioner Howard asked if the project made money. Mr. Porell responded that excess revenues totaled \$782,000 as of November 30.

Mr. Porell, responding to Chair Gilliland's inquiry, said the Governor has indicated she generally favors the program but has raised concerns about logistics.

- **Transportation Master Plan**

Mr. Meinhart reported that Mr. Brent Cain would present an update on the Transportation Master Plan. Final public hearings will likely be moved to the fall, and the Transportation Commission has proposed additional meetings to specifically address issues related to the Transportation Master Plan.

- **Other Transportation Projects**

Mr. Meinhart said staff would recommend that the trolley logo redesign be held for a later date in order to be able to focus on more pressing transportation issues. The consultants are to provide thoughts on possible adjustments based on community feedback.

Mr. Meinhart said a public meeting would be held on January 25th to discuss new details regarding plans for the canal banks corridor. He also provided a brief list of other transportation projects that will be updated.

### 3. **ADJOURNMENT**

With no further business to discuss, Chair Gilliland adjourned the meeting at 6:01 p.m.

SUBMITTED BY:

A/V Tronics, Inc.

**NOTE: VIDEO AND/OR AUDIO RECORDINGS OF SCOTTSDALE TRANSPORTATION COMMISSION MEETINGS ARE AVAILABLE FROM THE SCOTTSDALE TRANSPORTATION DEPARTMENT FOR UP TO SIX MONTHS FOLLOWING THE MEETING DATE.**

**IN ACCORDANCE WITH PROVISIONS OF THE ARIZONA REVISED STATUTES, THE SUMMARIZED MINUTES OF THE TRANSPORTATION COMMISSION MEETINGS ARE NOT VERBATIM TRANSCRIPTS. ONLY THE ACTIONS TAKEN AND DISCUSSION APPEARING WITH QUOTATION MARKS ARE VERBATIM.**

Meeting minutes officially approved by the Transportation Commission on \_\_\_\_\_.



**DRAFT  
SUMMARIZED MINUTES  
CITY OF SCOTTSDALE TRANSPORTATION COMMISSION  
REGULAR MEETING  
THURSDAY, JANUARY 18, 2007  
KIVA CONFERENCE ROOM – CITY HALL  
3939 N. DRINKWATER BOULEVARD  
SCOTTSDALE, ARIZONA 85251**

**CALL TO ORDER**

Chair Gilliland called the regular session of the Scottsdale Transportation Commission to order at 6:08 pm.

1. **ROLL CALL**

**PRESENT:**

Mark Gilliland, Chair  
Brian Davis, Vice-Chair  
William Howard, Commissioner  
Kelly McCall, Commissioner  
Andrea Michaels, Commissioner  
Matthew Taunton, Commissioner  
Josh Weiss, Commissioner

**ABSENT:**

None.

**STAFF PRESENT:**

Debra Astin, Transportation Manager  
Rose Arballo, Transportation Commission Coordinator  
Teresa Huish, Principal Transportation Planner  
Dave Meinhart, Transportation Planning and Transit Director  
Paul Porell, Traffic Engineering Director  
Reed Kempton, Transportation Planner

**OTHERS PRESENT:** Brent Cain, HDR

Charlie Hales, HDR  
Ida Van Schalkwyk

2. **Election of Transportation Commission Officers**

Chair Gilliland invited nominations to fill the position of Chair.

**COMMISSIONER MICHAELS MOVED TO NOMINATE VICE-CHAIR DAVIS TO THE POSITION OF CHAIR. SECONDED BY COMMISSIONER MCCALL, THE MOTION PASSED UNANIMOUSLY BY A VOTE OF SEVEN (7) TO ZERO (0).**

Newly appointed Chair Davis invited nominations to fill the position of Vice-Chair.

**COMMISSIONER HOWARD MOVED TO NOMINATE COMMISSIONER MCCALL TO THE POSITION OF VICE-CHAIR. SECONDED BY CHAIR DAVIS, THE MOTION PASSED UNANIMOUSLY BY A VOTE OF SEVEN (7) TO ZERO (0).**

3. **Approval of Meeting Minutes**

**COMMISSIONER HOWARD MOVED TO APPROVE THE MINUTES OF THE DECEMBER 21, 2006 TRANSPORTATION COMMISSION REGULAR MEETING. COMMISSIONER GILLILAND SECONDED THE MOTION. THE MOTION CARRIED UNANIMOUSLY BY A VOTE OF SEVEN (7) TO ZERO (0).**

4. **Public Comment**

Chair Davis invited public commentary. Ms. Virginia Korte stressed the importance of open public dialogue concerning high-capacity public transit, especially as it relates to the business community. Scottsdale must begin now to address the needs of the future. In order for employers to continue to attract and retain qualified employees, Scottsdale needs to be connected to the rest of the Valley. Economic sustainability for the downtown area and Scottsdale Fashion Square depends on transportation accessibility. High-capacity transit will be the defining moment for Scottsdale.

5. **Loop 101 Photo Enforcement**

Mr. Paul Porell updated the Commission on the Loop 101 Photo Enforcement Demonstration Project. The project started in January of 2006 with the installation of six cameras along a 6.5-mile stretch of the Loop 101 in Scottsdale. In the first 30 days, the program issued warning citations to violators traveling 76 mph or greater. On February 22nd, the program began issuing actual citations. It concluded on October 23rd.

An extensive evaluation of the project was conducted by Dr. Simon Washington and presented to the City Council on January 16th. The City Council unanimously decided to request that the State of Arizona undertake a photo enforcement program along the section of the Loop 101 in Scottsdale. It further requested that the State respond to City Council by February 6th.

Ms. Ida Van Schalkwyk of ASU's Civil and Environmental Engineering School presented the preliminary results of the analysis. The final analysis will be completed in the spring. The analysis focused on speed and safety aspects of the project before the program, during the warning period, during the program itself, and afterwards.

Detection frequencies were defined as any instance when a driver exceeded 75 mph. There was an 825% increase in detection frequencies on weekdays comparing the program period with the after period. The study concluded that having the cameras active and issuing citations did reduce the number of detections.

The study looked at off-peak periods, defined as those where drivers were able to drive at speeds greater than 61 mph, due to lack of congestion. Speeds were reduced by an average of 9.5 mph during off-peak times. Slower speeds result in improved overall safety.

The crash data revealed that no fatalities occurred during the enforcement program. There were two fatalities in the previous five years. Major crash types were identified as those most likely to be reduced by photo enforcement, including single vehicle accidents, same direction sideswipes, rear-end crashes and miscellaneous other crashes. Crash frequencies declined for all crash types except for rear-ends. Overall, crash frequency was reduced by 51%. Total injuries were reduced by 40%.

The program was estimated to save \$10 million annually in associated costs including medical, government costs, loss of wages, loss of household work, legal and court costs and property damage as well as quality of life.

Commissioner Taunton inquired how the expected increase in capacity and construction of HOV lanes would affect future analysis. Ms. Van Schalkwyk responded that with relieved traffic congestion, the impact of the cameras would be greater.

Commissioner Howard inquired why there was no detection frequency data for the period preceding the program. Mr. Porell said a different non-invasive technique was used prior to implementation of the program. No comparison between the two data acquisition methods has been made, but the data suggests that up to 50% of vehicles traveled above 75 mph during the before period.

Commissioner Howard inquired how the study compensated for drivers changing their behavior because of the presence of the cameras. Ms. Van Schalkwyk responded that the study was consistent with similar ones done elsewhere that showed drivers revert to their old habits when they know no cameras are present. Commissioner Howard further questioned if the economic analysis took into account the cost increases stemming from slower traffic. Ms. Van Schalkwyk said such an analysis might possibly be included in the final report.

In response to Commissioner Michaels' inquiry, Ms. Van Schalkwyk said the final analysis would include crash sites as they happened in relation to the cameras, but that due to limitations, the crash data is not always accurate.

In response to Vice-Chair McCall, Ms. Van Schalkwyk said that Arizona Department of Transportation was contracted for the study, which is funded by Scottsdale. Commissioner McCall inquired if the study indicated whether the camera flashes caused any accidents, Ms. Van Schalkwyk responded that there is no evidence that they do.

Ms. Van Schalkwyk responded to Chair Davis' inquiry, saying that the final report will include car-following data because some communities have tried to address the issue of cars following too closely, rather than cars going too fast.

Chair Davis asked what happens to the equipment if there is no resolution by the time the permits expire at the end of March. Mr. Porell said an extension has been granted by ADOT to allow Scottsdale to gather statistical data from the equipment through April 2007. If the State takes over the program by that time, it can use the equipment already installed. The letter from the State also indicated their willingness to extend the permit through June 30<sup>th</sup>.

Mr. Porell reported the results of public opinion and court cost analyses. The City of Scottsdale undertook a public opinion survey that was conducted by the Behavioral Research Center. Approximately 75% of residents supported or strongly supported the use of photo enforcement cameras. A slightly smaller number supported photo enforcement on freeways. The City also conducted a public outreach effort in the form of an open house at the conclusion of the project. Of 454 total opinions, about 80% of the people who had an opinion supported it, while 20% opposed it.

Citations filed with the City Court during the survey period increased by 147% over the previous year. From a financial standpoint, the City had excess revenue of \$780,000.

Commissioner Weiss asked Mr. Porell to explain why Scottsdale chose to ask the State of Arizona to take the project over. He responded that the City chose to conduct the program in response to citizen

concerns for safety and to demonstrate to the State the effectiveness of photo enforcement techniques. It was never intended that the City operate the program long term.

Commissioner Weiss further inquired about financial logistics. Mr. Porell said Scottsdale has a long history of working with photo enforcement. Logistics would have to be established so that the State can recover the costs of installing and operating photo enforcement equipment.

Commissioner Gilliland inquired if opponents of photo enforcement displayed a common viewpoint. Mr. Porell responded that opinions were varied.

In response to Commissioner Howard's inquiry whether any of the cases had been appealed to higher courts, Mr. Porell said 695 cases went to hearing within the Scottsdale Municipal Court system, but he did not know how many appeals were filed as a result.

## 6. **Transportation Master Plan**

Mr. Meinhart noted that due to Council budget hearings in the Kiva, the regular meeting schedule for the months of March and April would switch from the third Thursday of the month to the third Wednesday. He reviewed the proposed dates for additional meetings to discuss aspects of the Transportation Master Plan exclusively.

Commissioner Taunton recused himself.

Mr. Brent Cain presented an update on the Transportation Master Plan. Trends in the Northern and Central Scottsdale areas reflect increased traffic flow due to recent development. Southern Scottsdale shows decreased traffic due to use of the Loop 101. In general, volumes on north/south routes decreased while east/west routes have increased to the east of Hayden Road.

The socio-economic data utilizes MAG data as a base. Maricopa County's population is increasing at a higher rate than the Scottsdale area is. Significant increase in employment is expected in the Airpark area and on the Salt River Pima/Maricopa Indian Community.

Vehicle trip distribution data reveals that approximately 66% of trips begin and end in Scottsdale.

Travel demand forecasting data predicts demand through 2030. The Loop 101 will experience vehicle increases up to 100,000 trips per day. More of the freeway corridor will experience congestion, even after the increase from three to five lanes in each direction. The arterial system will experience an annual increase from 1% to 5%. Intersection and other improvements and roadway widening account for an overall decrease in average traffic volumes per lane at screenline levels, despite overall higher usage.

In 2030, 75% of arterials will be carrying more than 15,000 vehicles per day, up from the current 50% number.

Level of service is a planning tool that looks at daily rates as well as AM and PM peak periods. Levels A through C reflect acceptable levels. Level D approaches discomfort in driving and is the target minimum adopted in the City's Streets Master Plan. Levels E and F reflect congestion. With improvements on the 101, there will be significant delay by 2030; however arterial streets should not degrade severely, particularly in North Scottsdale. The widened 101 should be able to accommodate most of the regional demand.



Mr. Charlie Hales presented a proposed schedule of subjects to be addressed at the additional meetings.

Vice-Chair McCall opined that discussions on the high-capacity transit elements of the Transportation Master Plan appear to be a low priority on the schedule. Mr. Meinhart responded that staff has not lost sight of the high-capacity issue, but needs to ensure that other elements of the plan are discussed as well. Mr. Hales added that the Tier 2 analysis needs to be completed before in-depth discussion can proceed on the high-capacity transit element.

Chair Davis invited public commentary. Mr. Michael Fernandez distributed a collection of articles regarding light-rail transit and modern streetcars. The Scottsdale Citizens Transportation Committee will hold a forum on February 10th with guest speaker Thomas Rubin. There is also a presentation for Scottsdale City Council, Commissioners and staff on February 9.

Commissioner Weiss opined that the high-capacity debate continues, but not all sides are being heard. While the Transportation Master Plan includes more than just high-capacity transit, it is that decision that people talk about for decades. There needs to be an honest discussion on the subject held concurrently with the other issues. The transit issue is scheduled for April while the final decision on the Transportation Master Plan needs to be made in June. A full honest discussion of the controversial issue cannot be done in only two meetings. Mr. Hales said there is a vast amount of information on high-capacity transit currently available. He opined that staff's job is to provide analysis, not advocacy. He suggested that in addition to holding hearings and listening to consultants, citizens and staff, that the Commissioners go to places that have already dealt with these issues to see how they have worked in practice.

In response to further inquiry from Commissioner Weiss, Mr. Hales said the decision on how to better connect transit and HOV capacity on the 101 to distributed job locations in the Airpark is critically important. The lane capacity that allows people to drive alone in their cars will be used up.

Commissioner Weiss inquired if there were any alternatives to the 101 that would allow vehicular traffic to reach the Airpark once freeway capacity is reached, or if there were other ways to alleviate congestion. Mr. Hales said the study shows that fears of regional growth leading to gridlock on Scottsdale's arterial streets is unfounded. No fast growing American city has been able to build enough highway capacity to allow people to get to and from distant work destinations at peak hours in single occupant vehicles in the same time it took five years ago. The combination of highway capacity and transit capacity in the Prop 400 Plan gives people the options of doing so in a reasonable amount of time. Once the 101 has reached its design capacity, the other elements of the plan will need to work better. Commissioner Weiss opined that it is because the system is interconnected that transit should not be left to the end.

Commissioner Howard opined that the presentation did a good job of identifying the problem that needs to be solved. Too many people have taken arguments for or against certain elements, without understanding what the problem is. The dialogue so far has been very one-sided.

Mr. Cain responded to Commissioner Howard's inquiry saying that level of service D is the acceptable standard in urban areas throughout the United States. Level C is the typical standard in rural areas. Level of service E and below is becoming more acceptable in urban areas.

Commissioner Howard inquired if the economic impact of congestion was considered in the report's calculations. Mr. Hales opined that while there are efforts to quantify the economic impacts of congestion, it is not a useful measurement for a city within a metropolitan region since a great portion of

travel demand is generated from outside the municipality. The City can only affect portions of trips inside its borders.

Commissioner Howard opined that when decisions about service levels are made, the quality of life that makes Scottsdale unique could not be forgotten. He inquired if high-capacity transit was considered when determining road capacity estimates. Mr. Meinhart responded that calculations used the MAG regional model that is based on vehicle trips but it only includes high-capacity modes that already exist in the model. Commissioner Howard further opined that a balanced and informed public debate on all sides of the issues is vitally important.

Commissioner Gilliland asked if staff has drawn any general conclusions from the report. Mr. Cain said the Scottsdale arterials would degrade but not as severely as will the 101 or other areas around the Phoenix metropolitan area. Shea Boulevard is experiencing tremendous growth outside city limits that will impact Scottsdale in the future. The downtown core seems to operate fairly well up to 2030. Mr. Hales added that much of the growth envisioned in the General Plan has already happened, whereas most future growth will happen outside Scottsdale's boundaries. There will be opportunities available to increase Scottsdale's quality of life, not just respond to problems.

Vice-Chair McCall inquired if there are plans for traffic corridors from the SRP/MIC. Mr. Meinhart said the community has plans for a north/south corridor on the eastern portion running along 136th St., and is looking into transit options. Most of SRPMIC growth will be along the freeway corridor, offering Scottsdale an opportunity to expand its working relationship with the Community.

Chair Davis inquired where the projected 30,000 additional people are going to live in the Airpark area, since it is almost built out. Mr. Cain said it would mostly occur on the north side of the 101. Mr. Hales added that some growth would come from the conversion of existing facilities into housing. Chair Davis further inquired if growth rates are based on existing zoning or zoning trends? Ms. Teresa Huish said the MAG model is based on the general plans of Maricopa County and all its municipalities.

## **7. Other Transportation Projects**

Mr. Meinhart said staff is recommending that the trolley logo redesign issue be put on hold for six months in order to focus on priority issues like the Transportation Master Plan and the Neighborhood Traffic Management Policy.

He updated the Commission on several ongoing projects. The Pima Road corridor adjacent to SRPMIC has moved into the planning and preliminary design phase.

The City Council has awarded a construction contract to build a multi-use path segment along the Cross Cut Canal from McDowell Road to Thomas Road. A public meeting will be held on January 25th for discussion on the corridor plan for the Cross Cut and Arizona canals. Among the topics addressed will be path alignments, proposed locations for new pedestrian and bicycle crossings, and other amenities.

The construction contract for the first large phase of the Cactus Road corridor between 96<sup>th</sup> Street and Frank Lloyd Wright is scheduled to go before the City Council on January 30th.

Commissioner Gilliland asked if there was an update on the Neighborhood Traffic Management Policy. Mr. Meinhart said the issue would be presented to the Commission sometime in the next few months.

8. **Public Comment**

There were no public comments.

9. **Identification of Future Agenda Items**

Commissioner Weiss inquired if there have been any studies to determine the effectiveness of offering incentives to businesses that are affected by light rail construction. Mr. Meinhart said staff is gathering updated information from the light rail project that is currently being built through Phoenix, Tempe and Mesa.

10. **ADJOURNMENT**

With no further business to discuss, Chair Davis adjourned the meeting at 9:25 p.m.

SUBMITTED BY:

A/V Tronics, Inc.

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Meeting minutes officially approved by the Transportation Commission on \_\_\_\_\_..



**DRAFT  
SUMMARIZED MINUTES  
CITY OF SCOTTSDALE TRANSPORTATION COMMISSION  
SPECIAL MEETING  
THURSDAY, FEBRUARY 1, 2007  
PINNACLE ROOM  
7575 E. MAIN STREET  
SCOTTSDALE, ARIZONA 85251**

**CALL TO ORDER**

Chair Davis called the special meeting of the Scottsdale Transportation Commission to order at 5:45 p.m.

1. **Roll Call**

**PRESENT:** Brian Davis, Chair  
Kelly McCall, Vice-Chair  
Mark Gilliland, Commissioner  
William Howard, Commissioner  
Andrea Michaels, Commissioner

**ABSENT:** Matthew Taunton, Commissioner  
Josh Weiss, Commissioner

**STAFF PRESENT:** Rose Arballo, Transportation Commission Coordinator  
Teresa Huish, Principal Transportation Planner  
Reed Kempton, Transportation Planner  
Dave Meinhart, Transportation Planning and Transit Director  
Paul Porell, Traffic Engineering Director

**OTHERS PRESENT:** Charlie Hales, HDR  
Bruce Landis, HDR  
Leslie Dornfeld, HDR  
Mike Connors, HDR

2. **Public Comment**

There were no public comments.

3. **Transportation Master Plan**

Ms. Huish stated that the special meetings would serve as informal working sessions to discuss issues pertaining to the formation of the Transportation Master Plan. The first topic would be an overview of the scope of the TMP, its vision, values and policy elements. Additionally, the pedestrian element would be addressed in detail.

Mr. Meinhart said the special meetings are intended to be working sessions, and do not require Committee action. In response to Commissioner Michaels' inquiry, Mr. Meinhart said that staff is seeking input from the Commission in order to set priorities and determine major policy issues.

Mr. Hales opined that the Commission's responsibility is to prepare the Transportation Master Plan (TMP) document for consideration by the City Council. Scottsdale has a recent and comprehensive, voter-approved General Plan with a well-developed transportation element. The intent of the TMP is not to duplicate the content of the General Plan, but instead to apply it in detail.

Ms. O'Connor noted the frequent references, within the presentation, to the Design Standards and Policy Manual that identifies policies for private development in public projects.

Commissioner Howard inquired how the transportation planning and implementation process interacts with other City plans such as land use, and parks and recreation. Ms. O'Connor responded that the City requires private developments to provide infrastructure that matches the City plan and the needs it generates.

Commissioner Michaels said it should be a priority to address the connectivity issues caused by regional growth, including Phoenix and the redevelopment of Papago Park. Mr. Hales responded that the modeling was adjusted to reflect some of the development that is happening outside the City limits, but that growth projections were based on a macro view not a micro view. Commissioner Michaels opined that there is an apparent disconnect between the region's General Plans and the reality of what is happening on the street. The TMP should react to things that are directly observed. Mr. Meinhart responded that recent efforts have been made to improve non-vehicular access to the Papago Park area, but agreed it deserves a closer look.

Mr. Hales summarized the Vision, Values and Goals section as a statement of broad themes to interpret the General Plan's goals in greater depth. Its goals were derived from the Community Mobility Element of the General Plan:

- Support the community's adopted vision and values
- provide more mobility options to Scottsdale citizens, visitors and workers over time.
- recognize context sensitivity, that different parts of the community require different solutions.
- be a good neighbor and take into account the impact of neighboring communities' decisions.
- be cost-effective, since there is never enough money to do everything the community wants.

Mr. Hales asked the Commission if the stated goals were appropriate, and if they adequately addressed community concerns.

Commissioner Michaels inquired if the experiences of other municipalities offered any valuable lessons. Mr. Hales opined that the best course of action would be to coordinate the transportation plan with the land-use plan and to build the recommended projects in a timely manner instead of waiting until it is too late. Ms. O'Connor said a review of peer cities would be valuable, listing strategies that have been used that might apply to Scottsdale.

Vice-Chair McCall expressed concern about the congestion problems caused by daytime construction, and asked if it could be addressed in the construction policy. Mr. Meinhart said such discussion would fall under the implementation section. He added that nighttime construction is almost impossible in residential corridors, since current statutes limit work to daylight hours only. Vice-Chair McCall opined that this was an opportunity to consider if the construction policy was as efficient as it could be.

Commissioner Michaels said there is an economic vitality issue to consider also when deciding how to balance the needs of a neighborhood with the need to hasten construction schedules. Mr. Hales agreed that more discussion was needed on the staff level before the policy was codified. Mr. Meinhart said that utilities impact the construction schedule in ways that are often beyond the City's control.

Commissioner Gilliland suggested that a public involvement policy be created for such matters. Public input could impact the policy making decision, such as determining whether citizens preferred more inconvenience if it would result in shorter construction schedules.

Commissioner Howard inquired if the issue of resiliency and robustness in the system was considered to ensure that the city does not shut down if a single transportation element is shut down during an emergency. Mr. Hales responded that it is a goal that should be considered.

Mr. Hales addressed the importance of strategies such as Transportation Management Associations to provide incentives for commuters to consider other modes of transportation, and to promote safety.

In response to Commissioner Michaels' inquiry, Ms. Dornfeld said Safe Routes to School has become a Federal initiative, recognizing that kids not walking or riding bicycles to school has become a public health issue. Scottsdale is working to get Federal funding through ADOT to implement some of the Safe Route ideas.

Commissioner McCall inquired if the Transportation Department collaborates with developers in the creation of multi-use paths connecting to schools. Ms. Dornfeld responded that part of the Safe Routes Initiative is to ensure that new projects are built and existing projects are fixed with safety issues in mind.

Mr. Meinhart said Scottsdale planners audited public schools to gather recommendations on possible safety improvements. He asked the Commission whether Safe Routes should be a subset of the safety policy or should it be a stand-alone issue, considering that it encompasses education, public health, and design issues as well as safety. Commissioner Howard opined that is a quality of life issue.

Mr. Hales reviewed the Complete Streets Policy. A Complete Street is one that is usable by all modes of transportation. It is not just about designing sidewalks, bike lanes and transit stops into a corridor, it is about promoting the mindset that no one type of transit mode has priority over any other type. Many cities have adopted Complete Streets policies in the past year.

In response to Commissioner Michaels' inquiry, Mr. Hales said staff decided that street signage was part of the street element as opposed to the policy element.

Mr. Hales discussed Intelligent Transportation Systems. Scottsdale's ITS policy has a goal of maintaining Level of Service D that cannot be fulfilled in every instance. Mr. Porell added that the ITS policy is to maintain the highest level of service possible within the limitations of technology.

Commissioner Gilliland inquired what Mode Equity/Primacy was. Ms. Huish responded that it refers to whether, in a given corridor, more significance is put on for example, the pedestrian or vehicular movement.

Vice-Chair McCall opined that public restrooms had a positive affect on how pedestrian friendly a particular corridor was. She inquired how extensively the principals of universal access design were applied. Were all groups considered, including the special needs of shoppers, or people with strollers? Ms. Dornfeld responded that some of the ideas had not been considered and could be added to the plan. Universal access design has recently become a Federal requirement with very clear standards of

compliance. Ms. O'Connor said the idea of exceeding ADA compliance to meet the spirit of universal design would be an important policy statement. She added that there are often increased costs in both money and time associated with exceeding straight compliance requirements.

Vice-Chair McCall inquired if the plan contained a policy that encouraged the transition to environmentally benign vehicles. Mr. Hales said it was not something that had been addressed specifically, but that some cities do have programs to encourage those options.

Commissioner Gilliland noted that Scottsdale currently does not have a noise policy. He opined that as traffic density increases, a transportation noise policy would greatly benefit the community. Ms. O'Connor said Scottsdale uses the de facto ADOT noise mitigation policy when adding new lanes, but has no policy addressing how mitigation projects would be prioritized and funded for existing roadways.

Commissioner Howard said there are two issues at play. One is structural noise mitigation, the other is noise created by vehicles, which is a regulatory problem.

Commissioner Gilliland inquired if there was an access management policy to limit turning movements on certain corridors as streets are improved and multiple driveways added. Ms. O'Connor responded that such issues are addressed piecemeal in individual road projects, but it would be more effective to have a well-defined, large-scale policy. The current system is inconsistent, causes confusion and would greatly benefit from clarification.

Commissioner Michaels opined that each page of the draft should be marked with the date it is updated.

Chair Davis invited public commentary.

Mr. Michael Fernandez said that construction projects on Scottsdale Road should not be approved without first considering how businesses in that corridor would be affected. He inquired if any policy addressed the potential for terrorism on trains. Ms. O'Connor responded that Scottsdale has an emergency management plan, and participates in regional exercises every year. The effort is led by the Fire Department. Mr. Fernandez inquired how individual citizens were supposed to know what to do in the event of such a crisis. Ms. O'Connor responded that the emergency management plan addresses ways to provide information to the community.

Mr. David MacDonald opined that demand based transit, such as Dial-A-Ride and taxi vouchers, deserves special attention considering the increasing number of elderly citizens. He encouraged the use of hybrid vehicles and said the City should provide the infrastructure to support them, such as vehicle plug-ins and the use of hybrids in City services. He further opined that siren noise affected Scottsdale's quality of life and should be addressed.

Mr. Hales said many of the issues raised are addressed in the transit element of the plan.

Mr. Meinhart said more specific guidance could be provided when determining the types of vehicles to be added to the City's vehicle pool.

Commissioner Michaels inquired what part of the plan addressed environmental issues.

Mr. Hales said sustainability goals exist, but they need to be better translated into specific policy. Ms. O'Connor added that there are many small things, such as energy efficiency and pollution mitigation, that could be folded into a concise policy element.

Following a brief recess, Ms. Dornfeld and Mr. Landis presented the draft Pedestrian Element of the TMP. The percentage of people who walk to work has remained constant with the growth of Scottsdale's population. Transit ridership is an important component of pedestrian activity. There is a

strong relationship between increases in the number of pedestrians and the increased availability of public transportation.

Collision data indicates that Scottsdale's pedestrian collision levels have remained constant over time and conform to the national average.

The Latent Demand Study projects the potential for pedestrian activity within the city. It is one of many tools used to help identify priority areas for pedestrian facilities. Downtown Scottsdale has a high latent demand, as do developing areas such as the Thompson Parkway area, around Kierland, Skysong, and the Airpark. East/west corridors such as Shea and Cactus are also showing increased demand. The availability of jobs, retail and housing development, parks, transit locations and road level of service are all factors that influence demand in a given area.

In response to Commissioner Howard's inquiry, Mr. Landis said latent demand illustrates the balance between trip origins and their respective destinations. Four trip-purposes are modeled: home-based work, home-based school, home-based shopping and access to parks and recreation.

Ms. Dornfeld reviewed some of the specific goals to improve quality of life:

- to encourage and regulate the design of sidewalk cafes
- to revise the DS&PM to include specific design standards for to better reflect the character of individual areas.
- to provide general standards for facilities and amenities.

Ms. O'Connor said that some of these things are already being done as part of the private development process, and urged the need for an adopted policy document.

Ms. Dornfeld said pedestrian elements could be attractions unto themselves. People come to Scottsdale to shop simply because it is a nice place to walk around. Creating more such places enhances the overall quality of life. Ms. O'Connor pointed to the Waterfront development and Indian Bend Wash as open space attractions that invite pedestrian activity.

The plan should identify existing locations that can be enhanced by improving the pedestrian environment. Ways to enhance pedestrian experience include benches and transit shelters at bus stops, bike racks, restrooms and water fountains. Mr. Kempton said there were more than 1.5 million bike-on-bus boardings in the Valley last year. There is a significant relationship between bicycles and buses.

Mr. Landis asked the Commission to consider what the minimum sidewalk pedestrian safety and comfort levels of service should be, for the purpose of regulating sidewalk use by kiosks or cafes, and whether that level would vary depending on location.

Commissioner Howard asked how level of service was defined for sidewalks. Mr. Landis said that while drivers are concerned primarily with minimal traffic delays, pedestrians are concerned about sidewalk capacity, safety and accessibility.

Commissioner Michaels inquired how sidewalk impediments affected sidewalk level of service when it comes time to decide whether to allow a particular cafe or kiosk. Ms. O'Connor said the U.S. access guidelines for public rights-of-way require a minimum of four feet of pedestrian access, free of all obstructions. Scottsdale requires a minimum of four feet but ideally prefers six feet of access. She requested the Commission recommend a minimum sidewalk capacity level of service for pedestrian movement and outdoor retail activity.



Mr. Landis said factors that affect a pedestrian's sense of safety include the presence of sidewalks, traffic buffering, and the speed and volume of traffic on the roadway. He reviewed four striping options for multiuse paths:

1. no striping, which works well for low volume paths
2. centerline striping only, such as that found at Indian Bend Wash trail
3. stripes that delineate that pedestrians stay to one side, while bicycles use the other
4. the separation of areas is the safest option, but requires the most space

He recommended option two be used in most areas, and option four be used at blind curves.

Chair Davis noted that runners use multi-use paths as well. He cited public comments calling for canal bank paths to be made out of materials that were conducive to running.

Ms. O'Connor said many of the proposals have maintenance costs associated with them, including striping and special materials. She also noted that compacted, stabilized, decomposed granite surfaces could be challenging for users with mobility aids unless they are properly maintained with greater frequency.

Commissioner Michaels opined that from her experience as a bicyclist, striping makes no difference at all since people go wherever they want. Mr. Meinhart offered a contrasting experience.

Mr. Landis said that appropriate signage would help reinforce the notion that pedestrians and bicyclists should stay in their own areas. Mr. Meinhart added that the presence of stripes is helpful at night and can eliminate the need for lighting.

Commissioner Michaels inquired how the multi-use paths relate to bicycling as commuter or transportation options. Ms. Dornfeld responded that presently the focus was on the pedestrian element, which in this case happened to contain a crossover bicycle element. She added that there would be a separate discussion on the bicycle element to address street striping and dedicated bike routes. Mr. Kempton said most bicycling commuters use multi-use paths for a portion of their trip. The paths are a significant commuter facility, not just a recreational one.

Commissioner Michaels inquired how much stripe maintenance would cost relative to path construction. Mr. Meinhart said every linear foot of path costs \$150-200 per foot for design and construction. Striping costs about \$1 per foot.

Chair Davis invited public commentary. Mr. Fernandez said the Arizona Canal is a national recreational horse trail that cannot be taken away.

Mr. Landis reviewed the standards table for enhancement of the pedestrian environment along roadways. The standards were designed in the context of community character and surrounding area types established in the General Plan, as well as insight from the Latent Demand Analysis. The four community area types are urban, suburban, rural and environmentally sensitive lands. These categories are further divided into subcategories depending on the class of roadway in question.

Commissioner Michaels inquired if pedestrian shade elements include vertical shading, which is often more effective than horizontal shading. Mr. Hales said the draft does not yet provide such level of detail.

Mr. Landis invited the Commission to provide guidance on how to better accommodate mid-block pedestrian crossings. Currently, in order to consider a signal at mid-block crossings, it is necessary to have 100 pedestrian crossings per hour for four consecutive hours. He reviewed a wide variety of alternative treatments used by communities to enhance pedestrian safety and comfort at mid-block crossings.

Commissioner Michaels inquired how mid-block crossings would relate to high-capacity transit. Ms. O'Connor said defining a crossing in a way that makes it clear to all users what they are supposed to be doing is a policy issue.

Mr. Landis reviewed the general guidelines for prioritizing where crosswalk countdown timers were located. Such devices are popular and user-friendly, though they provide no discernible safety benefits to pedestrians.

Ms. Dornfeld invited the Commission to submit ideas not addressed during the presentation and encouraged additional guidance on the topics that were discussed.

4. **Adjournment**

With no further business to discuss, Chair Gilliland adjourned the meeting at 9:53 p.m.

SUBMITTED BY:

A/V Tronics, Inc.

**NOTE: VIDEO AND/OR AUDIO RECORDINGS OF SCOTTSDALE TRANSPORTATION COMMISSION MEETINGS ARE AVAILABLE FROM THE SCOTTSDALE TRANSPORTATION DEPARTMENT FOR UP TO SIX MONTHS FOLLOWING THE MEETING DATE.**

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Meeting minutes officially approved by the Transportation Commission on \_\_\_\_\_.